

## Chapter XII

### TRANSPORTATION PLAN

#### INTRODUCTION

Development of Waukesha County in accordance with the recommended County land use plan through the year 2010 and beyond will require major improvements to the County transportation system. This chapter presents an arterial street and highway system plan and a public transit system plan intended to serve the County through the year 2010. This chapter also describes additional functional improvements to the arterial street system and additional public transit services which may be expected to be required to serve the County under full development of the recommended County land use plan, conditions not likely to be achieved earlier than about the year 2050. Government agency responsibilities for implementation of the arterial street and highway and public transit system plans are identified in the last section of this chapter.

#### ARTERIAL STREETS AND HIGHWAYS

Arterial streets and highways are intended to facilitate the movement of traffic traveling through Waukesha County, traveling between the County and areas outside of the County, and traveling between subareas of the County. Growth and development in the County through the year 2010 and beyond will require substantial expansion of, and improvements to, the existing arterial street and highway system if these facilities are to operate within their design capacity. The needed expansion and improvement of the arterial street and highway system is addressed in this chapter.

It should be noted that growth and development will also result in major expansion of the land-access and collector street systems within the County. Such expansion, however, usually occurs as an integral part of the urban land use development process; the attendant capital costs are incurred by land developers and included by those developers in the price of finished building sites. The maintenance costs of the land-access and collector streets, however, are borne by the local municipalities concerned; although very substantial, they are not addressed in this county-level plan. Under the 2010 stage of the County land use plan, about 59 square miles of the County would be converted from

agricultural to urban uses, entailing the construction of about 542 miles of new land-access and collector streets. Under the full development of the County land use plan, about 47 additional square miles of the County would be converted from agricultural to urban uses and about 26 additional square miles would be converted from agricultural to rural residential use, entailing the construction of about an additional 654 miles of new land-access and collector streets. At an average annual routine maintenance cost, including crack-sealing, sweeping, and snow and ice control, of \$8,200 per mile for streets with an urban cross-section with curb and gutter and storm sewerage and of \$4,000 per mile for those with a rural cross-section with roadside swales, the incremental maintenance costs for the additional land-access and collector streets may be expected to approximate \$3.7 million per year under the year 2010 stage of the County land use plan and \$8.1 million per year under planned full build-out conditions.

#### Year 2010 Arterial Street and Highway System Plan

The arterial street and highway system plan presented here is that recommended for Waukesha County in the year 2010 regional transportation system plan, the plan adopted by the Waukesha County Board of Supervisors on June 15, 1995, and reaffirmed in the second-generation jurisdictional highway system plan for Waukesha County adopted by the County Board on July 25, 1995.<sup>1</sup> The proposed arterial street system was designed to serve the adopted regional land use plan for the year 2010 and would adequately serve and support the pattern of urban land uses in the County envisioned under the year 2010 stage of the County land use plan presented in Chapter X of this report, as more specifically described later in this section.

The methodology used in the design of the plan was explicitly structured to ensure that, before any proposal was brought forward to widen existing arterial streets and highways or to build new

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<sup>1</sup>See SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994, and Amendment to the Waukesha County Jurisdictional Highway System Plan—2010, May 1995.